

## NEARLY 100 LIVES LOST.

NAMES OF THE LOST AND SAVED.

DETROIT, Friday, Aug. 11, 1865.

The *Rowley* was struck on her west side

The boats were running at full speed and struck with such terrible force as to crush in the entire bow of the Pewabic.

At the time the accident occurred it was severely dark, and the boats saw each other six miles apart. When approaching they exchanged signals, and the Pewabic bore off to pass, but the Meteor, from some unexplained reason, turned in the same direction and struck the Pewabic.

A number of the passengers on board the Pewabic were killed by the crushing of her timbers.

A few jumped on board the Meteor before the Pewabic sunk.

Lifelines were immediately lowered from the Meteor and picked up those who were not carried down with the wreck.

One hundred and seventy-five to two hundred passengers were on board of the Pewabic at the time of the disaster. Seventy-five of the passengers and twenty-three of the crew were drowned.

The loss of life cannot be correctly ascertained as yet, but it will be near 100.

The Meteor remained near the scene of the disaster till morning in the hope of picking up any persons that might be still floating on pieces of wreck, but none were found.

The propeller Mohawk passing down, the survivors were transferred to her from the Meteor and brought to this city.

The Meteor was but slightly injured and continued her trip to Lake Superior.

The following are the names of passengers known to be lost:

Mrs. F. Homer, Houghton; Miss Frank Rider, Houghton; Miss Tyler, Titus, Ohio; Calvin M. Wright, Detroit; Mrs. Nina Mills, Ann Arbor; wife and daughter of Henry J. Clark, East Troy, Wis.; son and daughter of Henry J. Clark, Lake Superior; Lewis James, Rockville; Miss Hannah Kelly, Illinois; Mrs. Otis, Cleveland; Miss Anna Ramsey, Ohio; Mrs. Hall and two children, Copper Harbor; J. O'Sell, Cleveland; Thomas Blackwell, Ontario; John Tracy, Cleveland.

CREW THAT WERE LOST.

First engineer, G. Jackson, Detroit; first cook, Samuel Bowley, Detroit; greaser, H. Choler, Cleveland; lander, James Riley, Cleveland; chambermaid, Mary, Cleveland; third porter, Big James Cleveland; watchman, Robert McGraw, Cleveland; bar tender, Daniel Carr Marquette.

PASSENGERS SAVED.

[illegible]

John Brennan, Cleveland; James Rees, Cleveland; Thomas Blair, Cleveland; Andrew Krowers, Cleveland; Michael Snel, Cleveland; John J. O'Connell, Cleveland; John J. O'Connell, Cleveland; W. H. Wright, Detroit; Dr. S. H. Douglas, daughter and two sons, Ann, Arthur; J. W. Cherry and wife, Delaware, Ohio; J. W. Cherry wife and daughter, Faye, Ohio; H. Mercer, Columbus, Ohio.

**CREW SAVED.**

Capt. George McKay, Engineer, First Mate, George, Cleveland; Second Mate, Frank Deigo, Cleveland; Lookout, John McKay, Cleveland; Clerk, Charles A. Mack, Detroit; Second Engineer, William Kowalski, Cleveland; John J. O'Connell, Cleveland; John J. O'Connell, Cleveland; Second Porter, John Miller, Cleveland; Deck Sweeper, John Kelly, Cleveland; Wheelman, F. J. O'Connell, Cleveland.

**Wrecked, Friday, Aug. 11, 1893.**

No further particulars have been received from the scene of the late catastrophe on Lake Huron. Capt. McKay of the steamer Puwaleh, has gone with a small steamer to cruise about the spot where the Puwaleh sank. It is proposed also to send a diver to the wreck. The books and papers of the ill-fated steamer were lost. It is therefore impossible to give a complete list of the passengers who were on board, but the list already telegraphed comprises those saved.

The Puwaleh was built last year, and was valued at \$200,000.

**Canadian Annexation.**

*To the Editor of The N. Y. Tribune.*

SIR: I have read several communications and other articles in *THE TRIBUNE*, and in fact in all the leading city journals, in reference to the so-called annexation movement in Canada. These articles invariably tend to show that such a movement exists, or did exist, but never yet have I seen any satisfactory or reasonable proof to sustain the flimsy assertions therein made. If there is a party in that interest, it must have some leader or leaders; but no one has yet appeared as the happy champion, unless it be Mr. Consul-General Potter. Will you, Sir, or your Canadian correspondent, be so kind as to give me the name of any Canadian of respectability, who has declared in favor

of annexation to the United States, and if any public speech or written article has ever appeared in that interest, I should very much like to see it, or a *fair extract* from it. I have read the leading provincial papers and failed to find anything in them favoring such a course. By Canadian, I mean a native of Canada or Great Britain, and not such *quasi* subjects of Her Majesty as O. S. Wood, an employé of the Montreal Telegraph Company, and a native of New-York, who had the audacity to write a letter to Mr. Potter, which was read at the Detroit meeting, giving his views as those of the "Canadian people."

As for the great majority of the Canadian correspondence of the city papers, I know it to be a gross misrepresentation of facts. *The Herald*, on Saturday, with all the pusillanimity for which it has ever been distinguished, attempts to throw a slur on Messrs. Howland, Brown and MacDonnell, members of the Cabinet simply on the strength of a political squib

which appeared in *The Toronto Leader*, a paper in politics directly opposed to those gentlemen, and which is capable of saying anything against its opponents.

The only class in Canada in favor of annexation are the American resident there, and they no more represent the people of Canada than the English residents in the United States represent the American people.

As for Mr. Potter's very absurd idea of coercing the Canadians into annexation, I need only say that the Provinces have within themselves all the elements of a great nation, and if the Reciprocity Treaty is not renewed, it will (while temporarily injuring them) necessitate the Confederation, and construction of the Intercolonial Railway, which, once accomplished, renders them totally independent of the United States, and places them on the high road to prosperity, with a much better start in the world than these colonies had in 1776.

The American people do not seem to understand the Canadians in any respect, and so long as correspondents persist in serving up such gross misrepresentations as three-fourths of their epistles now contain, the mis-underrstanding is likely to continue.

I am, sir, with respect,  
New-York, Aug. 7, 1865.

A CANADIAN.